



# 2015

## Quality/Level of Service Training

Planning Level Analysis

Solution Set

**April 2015**



# Data Sources Example 1

## Answers

- Area Type = Urbanized
- AADT = 183,500
- K-Factor = 8.0
- D-Factor = 52.3
- Peak Direction = EB
- % Heavy Vehicles = 4.0

# Data Sources Workshop 1

## Answers

■ Area Type =	<u>Other Urbanized</u>
■ AADT =	<u>16,647</u>
■ K-Factor =	<u>9.0</u>
■ D-Factor =	<u>52.3</u>
■ Peak Direction =	<u>NB</u>
■ % Heavy Vehicles =	<u>1.0</u>

# GSVT Example 1.A

Determine the max. service volume for LOS E:

- In terms of AADT
- In a core urbanized area
- For a 8-lane freeway

FREEWAYS				
Core Urbanized				
Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

LOS E → 176,600

TABLE 1

Generalized Annual Average Daily Volumes for Florida's  
Urbanized Areas

12/18/12

LOCAL FACILITIES						MINORITY-IMPROVED LOCAL FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (100 mph or higher posted speed limit)						Class Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	16,800	17,700	**		4	47,400	64,000	77,900	84,600	
4	Divided	37,900	39,800	**		6	69,900	93,200	116,600	130,600	
4	Divided	58,400	59,800	**		8	82,500	126,400	154,300	176,600	
4	Divided	78,800	80,100	**		10	111,100	159,700	194,500	222,700	
4	Divided	98,400	100,000	**		12	142,100	213,700	256,600	289,900	
Class II (55 mph or slower posted speed limit)						Unurbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	7,300	14,800	15,800		4	43,800	61,500	74,400	79,900	
2	Undivided	14,500	32,400	33,800		6	68,100	91,000	111,800	121,300	
4	Divided	21,600	50,000	50,900		8	91,500	123,500	148,700	160,800	
4	Divided	32,000	67,300	68,100		10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustment						Freeway Adjustment					
(Use corresponding volume by the indicated percent)						Auxiliary Lanes					
Non-State Signalized Roadway - 10%						Present at Both Directions					
Median & Turn Lane Adjustment						Left Turn Movement					
Lanes	Median	Left Lane	Right Lane	Left Lane	Right Lane						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes						
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2	Undivided	No	No	No	Yes						
2	Undivided	No	No	No	Yes	</					



# GSVT Example 2.A

Determine the auto LOS:

- In terms of peak hour directional volumes
- In a rural undeveloped area
- For an uninterrupted flow highway with:
  - 2 lanes (one in each direction)
  - No median/undivided
  - No passing lanes
  - Peak hour directional volume is 450

Answer → LOS D

**TABLE 9** Generalized Peak Hour Directional Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population<sup>1</sup>

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**	2	Undivided	1,680	2,500	3,040	3,500
2	Divided	*	1,530	1,580	**	3	Undivided	2,500	3,720	4,560	5,400
3	Divided	*	2,560	2,400	**	4	Undivided	3,360	4,980	6,080	7,200

**Non-State Signalized Roadway Adjustments**  
(After corresponding row volumes by the table(s) below)

Non-State Signalized Roadways -10%

**Median & Turn Lane Adjustments**  
(After corresponding row volumes by the table(s) below)

Lanes	Median	Left Lanes	Right Lanes	Adjustment Factor
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	Yes	-25%
-	-	-	Yes	+5%

**One-Way Facility Adjustment**  
Multiply the corresponding directional volume in this table by 1.2

**BICYCLE MODE<sup>2</sup>**  
(Optional measured vehicle volume shown below by number of directional roadway lanes to determine two-way maximum service volume.)

Rural Undeveloped						Developed Areas					
Lane Coverage	B	C	D	E		Lane Coverage	B	C	D	E	
0-49%	*	70	110	170		0-49%	*	120	240	840	
50-84%	*	60	120	180	580	50-84%	*	100	240	720	1,000
85-100%	*	140	210	1,000	>1,000	85-100%	*	320	1,000	>1,000	**

**PEDESTRIAN MODE<sup>3</sup>**  
(Optional measured vehicle volume shown below by number of directional roadway lanes to determine two-way maximum service volume.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

**UNINTERRUPTED FLOW HIGHWAYS**

**Rural Undeveloped**

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

**Developed Areas**

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,550	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

**Paraling Lane Adjustments**  
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length.

**Uninterrupted Flow Highway Adjustments**

Lanes	Median	Exclusive Left Lanes	Adjustment Factor
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

\* Values shown are presented in peak hour directional volume for levels of service and as the maximum truck volume (not specifically stated). This table does not constitute a standard and should be used only for general planning applications. The complete number of lanes which the table is derived from the road design speed, planning application, the table and design speed are detailed in the table of service volume. The table and design speed are detailed in the table of service volume. The table and design speed are detailed in the table of service volume.

\*\* Level of service for the bicycle and pedestrian modes in this table is based on number of measured vehicles, not number of bicycles or pedestrians, in the table.

\*\*\* Cannot be achieved using table input value deficits.

\*\*\*\* This table is for the level of service table grade. For the maximum table grade, volume greater than level of service D is required. For the maximum table grade, volume greater than level of service D is required. For the maximum table grade, volume greater than level of service D is required.

Source: Florida Department of Transportation, System Planning Office, www.dot.state.fl.us/planning/transportation/tables/default.asp

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UNINTERRUPTED FLOW HIGHWAYS					
Rural Undeveloped					
Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

# GSVT Example 2.B

## Determine the auto LOS:

- In terms of peak hour directional volumes
- In a rural undeveloped area
- For an uninterrupted flow highway with:
  - 2 lanes (one in each direction)
  - 20% passing lane
  - No median/undivided
  - Peak hour directional volume is **450**

$$430 * 1.2 \approx 540$$

Answer → LOS C

### UNINTERRUPTED FLOW HIGHWAYS

#### Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

TABLE 9

Generalized Peak Hour Directional Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population<sup>1</sup>

UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					
Lanes	Median	B	C	D	E
1	Undivided	670	740	**	
2	Divided	1,530	1,580	**	
3	Divided	2,340	2,400	**	
Non-State Signalized Roadway Adjustments					
(After corresponding table volume by the indicated percent)					
Non-State Signalized Roadways -10%					
Median & Turn Lane Adjustments					
(After corresponding table volume by the indicated percent)					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factor	
1	Divided	Yes	No	+5%	
1	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%	
Multi	Undivided	No	Yes	-25%	
Multi	—	—	Yes	-5%	
One-Way Facility Adjustment					
Multiply the corresponding directional volumes in this table by 1.2					
BICYCLE MODE <sup>2</sup>					
Directionally associated volume values shown below by number of directional roadway lanes to determine two-way maximum service volume					
Rural Undeveloped					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E	
0-49%	70	110	170		
50-84%	60	120	180	580	
85-100%	140	210	1,000	>1,000	
Developed Areas					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E	
0-49%	120	260	840		
50-84%	100	240	720	1,000	
85-100%	320	1,000	>1,000	**	
PEDESTRIAN MODE <sup>2</sup>					
(Directionally associated volume values shown below by number of directional roadway lanes to determine two-way maximum service volume)					
Sidewalk Coverage	B	C	D	E	
0-49%	80	120	460		
50-84%	80	80	430	770	
85-100%	180	520	860	>1,000	
FREEWAYS					
Lanes	B	C	D	E	
2	1,680	2,500	3,040	3,500	
3	2,500	3,720	4,560	5,400	
4	3,360	4,980	6,080	7,200	
Freeway Adjustments					
Auxiliary Lanes Present in Both Directions +1,000					
UNINTERRUPTED FLOW HIGHWAYS					
Rural Undeveloped					
Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530
Developed Areas					
Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670
Passing Lane Adjustments					
Alter LOS B-D volume in proportion to the passing lane length to the highway segment length					
Uninterrupted Flow Highway Adjustment					
Lanes	Median	Exclusive Left Lanes	Adjustment Factor		
1	Divided	Yes	+5%		
1	Undivided	Yes	-5%		
Multi	Undivided	No	-25%		

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### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

# GSVT Example 3

## Determine the auto LOS:

- In terms of peak hour directional volumes
- In an urban/transitioning area
- For a non-state signalized roadway with:
  - 45 mph speed limit
  - 6 lanes (3 in each direction)
  - Peak hour directional volume of 2,500

Answer  LOS F

$$2,740 * 0.9 \approx 2,450$$

STATE SIGNALIZED ARTERIALS					
Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

**Non-State Signalized Roadway Adjustments**  
(Alter corresponding state volumes by the indicated percent.)  
Non-State Signalized Roadways **- 10%**

TABLE 8

Generalized Peak Hour Directional Volumes for Florida's  
Transitioning and Areas Over 5,000 Not in Urbanized Areas<sup>1</sup>

12/26/21

STATE SIGNALIZED ARTERIALS					UNINTERRUPTED FLOW FACILITIES						
Class I (40 mph or higher posted speed limit)					Class II (35 mph or lower posted speed limit)						
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**	1	Undivided	*	390	680	720
2	Divided	*	1,740	1,820	**	2	Divided	*	500	1,460	1,600
3	Divided	*	2,670	2,740	**	3	Divided	*	610	2,280	2,420

  

Freeway Adjustments					
Auxiliary	Lane	1,000	Meaning	+5%	
1	Undivided	2,200	2,880	3,440	3,580
2	Divided	3,360	4,380	5,100	5,540
3	Divided	4,360	5,680	6,760	7,500
5	Divided	5,300	7,080	8,440	9,440

  

Non-State Signalized Roadway Adjustments				
(Alter corresponding state volumes by the indicated percent.)				
Non-State Signalized Roadways - 10%				

  

Median & Turn Lane Adjustments				
Lanes	Median	Exclusive	Exclusive	Adjustment
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
3	Undivided	Yes	No	-5%
4	Undivided	No	No	-25%
5	Undivided	No	No	-25%

  

One-Way Facility Adjustment				
Multiply the corresponding directional volumes in this table by 1.2				

  

BICYCLE MODE <sup>2</sup>				
Obtainly selected vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.				
Fixed Shoulder/Bicycle Lane Coverage				
0-49%	B	C	D	E
50-84%	100	280	940	1,000
85-100%	380	1,000	1,000	**

  

PEDESTRIAN MODE <sup>3</sup>				
Obtainly selected vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.				
Fixed Sidewalk Coverage				
0-49%	B	C	D	E
50-84%	100	280	940	1,000
85-100%	380	1,000	1,000	**

  

BUS MODE (Scheduled Fixed Route) <sup>4</sup>				
(Values per peak hour in peak direction)				
Fixed Sidewalk Coverage				
0-49%	B	C	D	E
50-84%	100	280	940	1,000
85-100%	380	1,000	1,000	**

<sup>1</sup> These values are presented per peak hour directional volume for levels of service and are for non-saturated and urban areas specifically selected. This table does not represent a standard and should not be used only for passing design applications. This computer model from which this table is derived should not be used for non-saturated urban areas. The table was developed using computer simulation and is not a substitute for engineering design. This table should not be used for design of a new facility or for an existing facility. The table should not be used for design of a new facility or for an existing facility. The table should not be used for design of a new facility or for an existing facility. The table should not be used for design of a new facility or for an existing facility. The table should not be used for design of a new facility or for an existing facility. The table should not be used for design of a new facility or for an existing facility. 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2012 FOOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES



# GSVT Example 4.A

## Determine the bicycle LOS:

- In terms of AADT
- In an urbanized area
- For a state signalized arterial with:
  - 2 lanes
  - **AADT=13,000**
  - 3 buses/hour
  - 90% bike lane coverage
  - 40% sidewalk coverage

BICYCLE MODE <sup>2</sup>				
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)				
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

12/18/12

INTERMITTENT FLOW FACILITIES					UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					FREEWAYS					
Class I (40 mph or higher posted speed limit)					Core Urbanized					
Lanes	Median	B	C	D	Lanes	B	C	D	E	
2 Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4 Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6 Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8 Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
					12	162,400	216,700	256,600	288,900	
Class II (35 mph or slower posted speed limit)					Urbanized					
Lanes	Median	B	C	D	Lanes	B	C	D	E	
2 Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4 Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6 Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8 Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments					Freeway Adjustments					
(Use corresponding row volume by the indicated percent.)					Auxiliary Lane Present in Both Directions					
Non-State Signalized Roadways -10%					+20,000					
Median & Turn Lane Adjustments					UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Left Lanes	Right Lanes	Adjustment Factor	Lanes	Median	B	C	D	E
2 Divided	Yes	No	No	+5%	2 Undivided	8,600	17,000	24,200	33,300	
2 Undivided	No	No	No	-20%	4 Divided	36,700	51,800	63,600	72,600	
Multi Undivided	Yes	No	No	-5%	6 Divided	55,000	77,700	98,300	108,800	
Multi Undivided	No	No	No	-25%						
-	-	-	Yes	+5%						
One-Way Facility Adjustment					Uninterrupted Flow Highway Adjustment					
Multiply the corresponding row-directional volumes in this table by 0.6					Lanes	Median	Exclusive Left Lane	Adjustment Factor		
					2 Divided	Yes	-5%			
					Multi Undivided	No	-25%			
					Multi Undivided	Yes	-5%			
					Multi Undivided	No	-25%			

BI-CYCLE MODE<sup>1</sup>

(Bicycle-related vehicle volumes shown below by number of directional roadway lanes to determine two-way participation service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0.49%	2,900	7,600	19,700	
50.84%	2,100	19,700	19,700	
81.100%	9,300	19,700	19,700	**

PEDESTRIAN MODE<sup>2</sup>

(Bicycle-related vehicle volumes shown below by number of directional roadway lanes to determine two-way participation service volumes.)

Sidewalk Coverage	B	C	D	E
0.49%	*	2,800	9,500	
50.84%	*	1,600	8,700	15,800
81.100%	3,800	10,700	17,400	19,700

BUS MODE (Scheduled Fixed Route)<sup>3</sup>

(Roses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0.48%	-	2	3	
81.100%	>4	>3	>2	>1

<sup>1</sup>Vehicle counts are presented in two-way summed average daily volumes for the level of service and use the non-bicycle mode volume values specifically noted. This table does not consider a standard set of bicycle volumes, but only the general bicycle volumes. The complete tables from which this table is derived should be used for more specific planning applications. <sup>2</sup>For the purpose of this table, a bicycle mode volume is defined as the number of bicycles that use the roadway for the purpose of travel for recreation or recreation purposes, but were not used to transport goods or services. <sup>3</sup>For the purpose of this table, a bicycle mode volume is defined as the number of bicycles that use the roadway for the purpose of travel for recreation or recreation purposes, but were not used to transport goods or services.

<sup>4</sup>Level of service for the bicycle mode is based on the volume in the total number of travel lanes, not the number of bicycle lanes in pedestrian lanes on the facility.

<sup>5</sup>These peak roses are only for buspeak lanes in the single direction of the higher traffic flow.

\* Cannot be achieved with one-lane travel direction.

\*\* Only applicable for the level of service, level grade, and use. For the non-bicycle mode, volume greater than level of service (L) or level of service (L) between adjacent roses have been noted. For the bicycle mode, the same level grade (see table) is not achieved between roses in a non-bicycle mode volume threshold using the same value threshold.

Source:

Florida Department of Transportation

Florida Planning Office



# GSVT Example 4.C

## Determine the bus LOS:

- In terms of AADT
- In an urbanized area
- For a state signalized arterial with:
  - 2 lanes
  - AADT=13,000
  - 3 buses/hour
  - 90% bike lane coverage
  - 40% sidewalk coverage

### BUS MODE (Scheduled Fixed Route)<sup>3</sup> (Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

TABLE 1 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					
Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
2	Undivided	16,800	17,700	**	
4	Divided	37,900	39,800	**	
6	Divided	58,400	59,900	**	
8	Divided	78,800	80,100	**	
Class II (35 mph or slower posted speed limit)					
Lanes	Median	B	C	D	E
2	Undivided	7,300	14,800	15,600	
4	Divided	14,500	32,400	33,800	
6	Divided	23,300	50,000	50,900	
8	Divided	32,000	67,300	68,100	
Non-State Signalized Roadway Adjustments					
(After corresponding non-volume by the indicated percent)					
Non-State Signalized Roadways -10%					
Median & Turn Lane Adjustments					
Lanes	Median	Left Lanes	Right Lanes	Adjustment Factor	
2	Divided	Yes	No	+5%	
2	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%	
Multi	Undivided	No	No	-25%	
-	-	-	Yes	+5%	
One-Way Facility Adjustment					
Multiply the corresponding non-directional volumes in this table by 0.6					
BIKEWAY MODE <sup>2</sup>					
(Multiply selected vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)					
Shoulder/Bicycle Lane Coverage					
	B	C	D	E	
0-49%	2,900	7,600	19,700		
50-84%	2,100	6,700	19,700	19,700	
85-100%	9,300	19,700	19,700	**	
PEDESTRIAN MODE <sup>2</sup>					
(Multiply selected vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)					
Sidewalk Coverage					
	B	C	D	E	
0-49%	1,600	8,700	15,800		
50-84%	1,600	8,700	15,800	15,800	
85-100%	3,800	10,700	17,400	19,700	
BUS MODE (Scheduled Fixed Route) <sup>3</sup>					
(Buses in peak hour in peak direction)					
Sidewalk Coverage					
	B	C	D	E	
0-84%	> 5	≥ 4	≥ 3	≥ 2	
85-100%	> 4	≥ 3	≥ 2	≥ 1	

Source:  
Florida Department of Transportation  
Division Planning Office  
[www.dot.state.fl.us/planning/transportation/tables/default.htm](http://www.dot.state.fl.us/planning/transportation/tables/default.htm)

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

# GSVT Example 5

Answer  LOS D

Determine the auto LOS:

$$6,500 * 0.80 = 5,200$$

- In terms of AADT
- In an urban/transitioning area (pop. 12,000)
- For an undivided state arterial with:
  - 30 mph speed limit
  - 2 lanes
  - **6,000 AADT**
  - No left turn lanes

## Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
—	—	—	Yes	+5%

TABLE 2

Generalized Annual Average Daily Volumes for Florida's  
Transitioning Areas and  
Areas Over 5,000 Not in Urbanized Areas<sup>1</sup>

12/18/12

# INTERRUPTED FLOW FACILITIES

## STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,800	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

## Non-State Signalized Roadway Adjustments

(After corresponding lane volume by the indicated percent.)

Non-State Signalized Roadways -10%

## Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Adjustment Factor
2	Undivided	Yes	+5%
4	Divided	Yes	+5%
6	Divided	No	-25%
8	Divided	No	-25%
10	Divided	No	-25%

## One-Way Facility Adjustment

Multiply the corresponding two-directional volume in the table by 0.6

## BI-CYCLE MODEL<sup>1</sup>

Identify converted vehicle volume (volume) by number of directional roadway lanes to determine two-way maximum service volumes

### Paved Shoulder/Bicycle

Lane Coverage	B	C	D	E
0.49%	*	2,600	6,100	19,500
50.84%	1,900	5,500	18,400	19,500
85.10%	7,500	19,500	32,500	*

## PEDESTRIAN MODEL<sup>2</sup>

Identify converted vehicle volume (volume) by number of directional roadway lanes to determine two-way maximum service volumes

Sidewalk Coverage	B	C	D	E
0.49%	*	2,800	9,400	19,500
50.84%	*	1,600	8,600	15,600
85.10%	3,800	15,500	17,100	19,500

## BUS MODEL (Scheduled Fixed Route)<sup>3</sup>

Sidewalk Coverage	B	C	D	E
0.84%	> 5	> 4	> 3	> 2
85.10%	> 3	> 2	> 1	> 0

# UNINTERRUPTED FLOW FACILITIES

## FREWAYS

Lanes	Median	B	C	D	E
4	Divided	35,200	57,600	69,600	71,700
6	Divided	65,100	85,600	102,200	110,000
8	Divided	105,100	113,700	130,200	150,000
10	Divided	106,200	141,700	168,800	189,000

## Freeway Adjustments:

Auxiliary Lanes Present in Both Directions	Ramp Metering
+20,000	+5%

## UNINTERRUPTED FLOW HIGHWAYS<sup>2</sup>

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,200	49,600	62,200	69,600
6	Divided	52,800	74,500	94,300	104,500

## Uninterrupted Flow Highway Adjustments:

Lanes	Median	Exclusive Left Lanes	Adjustment Factors
2	Divided	Yes	+5%
4	Divided	Yes	+5%
6	Divided	No	-25%
8	Divided	No	-25%
10	Divided	No	-25%

<sup>1</sup>Vehicle volumes are presented on a two-way average speeds during the hours of the service and are for the maximum number of vehicles specifically used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. The response volume is the volume of vehicles that can be used for the application. 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# GSVT Example 6

Answer → LOS E

$$28,800 * 0.95 = 27,360$$

Determine the auto LOS:

- In terms of AADT
- In an urban/transitioning area
- For a state signalized arterial with:
  - 4 lanes
  - No median
  - Exclusive left turn lanes
  - AADT of 28,000
  - 35 mph speed limit

Median & Turn Lane Adjustments				
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
—	—	—	Yes	+5%

Generalized Annual Average Daily Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not in Urbanized Areas <sup>1</sup>									
STATE SIGNALIZED ARTERIALS					FREIGHTWAYS				
Lanes	Median	B	C	D	Lanes	Median	B	C	D
2	Undivided	* 14,400	16,200	**	4	44,100	57,600	68,900	71,700
4	Divided	* 34,000	35,500	**	6	65,100	85,600	102,200	111,000
6	Divided	* 43,600	45,600	**	8	85,100	113,700	135,200	150,000
					10	106,200	141,700	168,800	189,000
Class II (35 mph or slower posted speed limit)					Freeway Adjustments				
Lanes	Median	B	C	D	Freeway	Adjustment	Factor	Factor	Factor
2	Undivided	* 6,500	13,300	14,200	Present in Both Directions	+	0.95	0.95	0.95
4	Divided	* 9,900	28,800	31,600	Present in Both Directions	+	0.95	0.95	0.95
6	Divided	* 16,000	44,900	47,600	Present in Both Directions	+	0.95	0.95	0.95
Non-State Signalized Roadway Adjustments					UNINTERRUPTED FLOW HIGHWAYS				
(After corresponding raw volumes by the indicated percent)					Lanes	Median	B	C	D
Non-State Signalized Roadways -10%					2	Undivided	9,200	17,300	24,400
Median & Turn Lane Adjustments					4	Divided	35,300	49,600	62,900
Lanes	Median	Left Lanes	Right Lanes	Adjustment Factors	6	Divided	52,800	74,500	94,300
2	Divided	Yes	No	+5%					
2	Undivided	No	No	-20%	Uninterrupted Flow Highway Adjustments				
Multi	Undivided	Yes	No	-5%	Lanes	Median	Exclusive Left Lanes	Adjustment Factors	Factor
Multi	Undivided	No	No	-25%	2	Divided	Yes	0.95	0.95
—	—	—	Yes	+5%	4	Divided	No	0.95	0.95
One-Way Facility Adjustment					6	Divided	Yes	0.95	0.95
Multiply the corresponding two-directional volumes in this table by 0.8									
BICYCLE MODE <sup>2</sup>									
Obtainly measured vehicle volume shown below by number of directional roadway lanes to determine two-way maximum service volume.									
Paved Shoulder Bicycle									
Lane Coverage	B	C	D	E					
0-49%	* 2,600	6,100	19,500						
50-84%	* 1,900	5,500	18,400	-19,500					
85-100%	* 7,500	19,500	-19,500	**					
PEDESTRIAN MODE <sup>3</sup>									
Obtainly measured vehicle volume shown below by number of directional roadway lanes to determine two-way maximum service volume.									
Sidewalk Coverage									
Lane Coverage	B	C	D	E					
0-49%	* 1,600	8,400	15,600						
50-84%	* 3,800	10,500	17,100	-19,500					
85-100%	* 3,800	10,500	17,100	-19,500					
BUS MODE (Scheduled Fixed Route) <sup>4</sup>									
(Buses in peak hour in peak direction)									
Lane Coverage	B	C	D	E					
0-84%	* 5	4	3	2					
85-100%	* 4	3	2	1					

Class II (35 mph or slower posted speed limit)					
Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

# GSVT Example 7

Determine the max. service volume for LOS E:

- In terms of AADT
- In an urbanized area
- For a state signalized arterial with:
  - One-way
  - 2 lanes in travel direction
  - 30 mph speed limit

$$33,800 * 0.6 = 20,280$$

**One-Way Facility Adjustment**  
Multiply the corresponding two-directional volumes in this table by 0.6

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

12/18/12

LOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	288,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	83,000	111,000	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,100	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,500	
Non-State Signalized Roadway Adjustment						Freeway Adjustments					
(After corresponding volume by the indicated factor)						Auxiliary Lanes		Present in Both Directions		Ramp Metering	
Non-State Signalized Roadways -10%								+20,000		=5%	
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Left Lanes	Right Lanes	Adjustment Factor		Lanes	B	C	D	E	
2	Divided	Yes	No	+5%		3	Undivided	8,800	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,500	108,800
Multi	Undivided	No	No	-25%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustment					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Left Lanes	Right Lanes	Adjustment Factor	
						2	Divided	Yes	No	+5%	
						Multi	Undivided	Yes	No	-5%	
						Multi	Undivided	No	No	-25%	
BICYCLE MODE <sup>1</sup>						Uninterrupted Flow Highway Adjustment					
(Multiply interrupted volume values shown below by number of directional roadway lanes to determine two-way maximum service volume)						Uninterrupted Flow Highway Adjustment					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E		Uninterrupted Flow Highway Adjustment					
0-49%	2,800	7,600	19,700			Uninterrupted Flow Highway Adjustment					
50-84%	2,100	6,700	19,700	19,700		Uninterrupted Flow Highway Adjustment					
85-100%	9,300	19,700	19,700	19,700	**	Uninterrupted Flow Highway Adjustment					
PEDESTRIAN MODE <sup>2</sup>						Uninterrupted Flow Highway Adjustment					
(Multiply interrupted volume values shown below by number of directional roadway lanes to determine two-way maximum service volume)						Uninterrupted Flow Highway Adjustment					
Sidewalk Coverage	B	C	D	E		Uninterrupted Flow Highway Adjustment					
0-49%	2,800	7,600	19,700			Uninterrupted Flow Highway Adjustment					
50-84%	1,600	8,700	15,800			Uninterrupted Flow Highway Adjustment					
85-100%	3,800	10,700	17,400	19,700		Uninterrupted Flow Highway Adjustment					
BUS MODE (Scheduled Fixed Route) <sup>3</sup>						Uninterrupted Flow Highway Adjustment					
(Show in peak hour in peak direction)						Uninterrupted Flow Highway Adjustment					
Sidewalk Coverage	B	C	D	E		Uninterrupted Flow Highway Adjustment					
0-84%	>= 5	>= 4	>= 3	>= 2		Uninterrupted Flow Highway Adjustment					
85-100%	>= 4	>= 3	>= 2	>= 1		Uninterrupted Flow Highway Adjustment					

Source:

Florida Department of Transportation

Florida Planning Office

[www.floridadot.com/transportation/planning/tables/default.asp](http://www.floridadot.com/transportation/planning/tables/default.asp)

2012 FOOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

LOS E → 20,280

**Class II (35 mph or slower posted speed limit)**

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

# HIGHPLAN

## Example 1: Model Inputs

Roadway Information

Highway Name:

From:  To:

Area Type:

Peak Direction:

Off Peak Direction:

Study Period:

Type of Analysis:

File View Help

LOS

K:\TWC\_Civil\State\FDOT\SYSTEMS\

Roadway Variables

Num. of Lanes (both dir.):

Terrain:

Posted Speed:

Free-Flow Speed:

Segment Length:

Left Turn/Blockage Impact: ☐

Median: ☐

Passing Lanes: ☐

Passing Lane Length:

% No Passing Zones:

Traffic Variables

AADT:

K factor (%):

D factor (%):

PHF:

Peak Dir. Hr. Vol.:

Off-peak Dir. Hr. Vol.:

% Heavy Vehicles:

Base Capacity:

Local Adj. Factor:

Adj. Capacity:

# HIGHPLAN

## Example 1: Model Results

LOS Results	
v/c Ratio	0.05
% Time Spent Following	16.7
Average Speed (mi/h)	48.7
% Free Flow Speed	97.4
Free-Flow Delay (sec/veh)	21.7
LOS Threshold Delay (sec/veh)	21.7
LOS	C



# HIGHPLAN

## Workshop 1: Model Inputs

**Roadway Information**

Highway Name: SR 62

From: Saffold Rd To: SR 37

Area Type: Rural Undeveloped

Peak Direction: Eastbound

Off Peak Direction: Westbound

Study Period: Standard K

Type of Analysis: Two-Lane Segment

**Roadway Variables**

Num. of Lanes (both dir.): 2

Terrain: Level

Posted Speed: 60

Free-Flow Speed: 65

Segment Length: 10.9

Left Turn/Blockage Impact: ☐

Median: ☐

Passing Lanes: ☐

Passing Lane Length: 0.0

% No Passing Zones: 11

**Traffic Variables**

AADT: 3500

K factor (%): 9.5

D factor (%): 55.8

PHF: 1.000

Peak Dir. Hr. Vol.: 186

Off-peak Dir. Hr. Vol.: 147

% Heavy Vehicles: 5.0

Base Capacity: 1700

Local Adj. Factor: 0.84

Adj. Capacity: 1428

# HIGHPLAN

## Workshop 1: Model Results

LOS Results	
v/c Ratio	0.13
% Time Spent Following	42.2
Average Speed (mi/h)	59.9
% Free Flow Speed	92.1
Free-Flow Delay (sec/veh)	51.8
LOS Threshold Delay (sec/veh)	0.0
LOS	B

# HIGHPLAN

## Workshop 2: Model Inputs

Roadway Information

Highway Name

From  To

Area Type

Peak Direction

Off Peak Direction

Study Period

Type of Analysis

Roadway Variables

Num. of Lanes (both dir.)

Terrain

Posted Speed

Free-Flow Speed

Segment Length

Left Turn/Blockage Impact ☐

Median ☒

Passing Lanes ☐

Passing Lane Length

% No Passing Zones

Traffic Variables

AADT

K factor (%)

D factor (%)

PHF

Peak Dir. Hr. Vol.

Off-peak Dir. Hr. Vol.

% Heavy Vehicles

Base Capacity

Local Adj. Factor

Adj. Capacity

# HIGHPLAN

## Workshop 2: Model Results

LOS Results	
v/c Ratio	0.08
Density	2.7
Average Speed (mi/h)	70.0
% Free Flow Speed	100.0
Free-Flow Delay (sec/veh)	0.0
LOS Threshold Delay (sec/veh)	0.0
LOS	A

# ARTPLAN

## Example 1: Model Inputs

**Roadway Information**

Road Name: Mahan Dr

Peak Direction: Eastbound

Off Peak Direction: Westbound

Area Type: Other Urbanized

Class: 1

**Analysis Information**

Modal Analysis: Auto Only

Type of Analysis: Peak Direction

Study Period: Standard K

**Facility-wide Values**

Control Type: Fully Actuated

Base Saturation Flow Rate (pc/h/ln): 1950

Peak Direction: Off-Peak Direction

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	Buck Lake Rd	150	0.45	3	2	5	12	<input checked="" type="checkbox"/>	Prot.	1	185	0.15	<input checked="" type="checkbox"/>
3	Dempsey Mayo Rd	150	0.45	3	2	5	0	<input checked="" type="checkbox"/>	Prot.	1	135	0.15	<input type="checkbox"/>

**Facility-wide Values**

Arterial Length (mi): 0.532

K Factor (%): 9.0

D Factor (%): 71.3

Peak Hour Factor: 1.000

% Heavy Vehicles: 1.0

Peak Direction: Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1	Start-Buck Lake Rd	1040	18100	1161	2	45	50	Restrictive	<input type="checkbox"/>	
2	Buck Lake Rd-Dempsey Mayo Rd	1650	18100	1161	2	45	50	Restrictive	<input type="checkbox"/>	

# ARTPLAN

## Example 1: Model Results

Peak Direction		Off-Peak Direction							
	Segment	Thru Mvmt Flow Rate (veh/h)	Adj. Sat. Flow Rate (veh/h)	v/c	Control Delay (s/veh)	Thru Mvmt Intersection LOS	Queue Storage Ratio	Average Speed (mi/h)	Segment LOS
▶ 1	Start-Buck Lake Rd	964	3338	0.641	32.4	C	0.30	15.2	E
2	Buck Lake Rd-Dempsey Mayo Rd	1103	3647	0.672	33.2	C	0.41	20.0	D

Facility Length (mi) 0.532

Free Flow Delay (sec/veh) 71.1    LOS Threshold Delay (sec/veh) 1.3    Wtd. g/C 0.45    Avg. Speed (mi/h) 17.8    LOS E

<<-- | Properties | Intersection | Link (Auto) | Link (MM) | Ped SubLink | **LOS Results (Auto)** | LOS Results (MM) | Service Volumes | -->>

# ARTPLAN

## Workshop 1: Model Inputs

**Roadway Information**

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

**Analysis Information**

Modal Analysis:

Type of Analysis:

Study Period:

**Facility-wide Values**

Control Type:  Base Saturation Flow Rate (pc/h/ln):

Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
1	Start												
2	Transmitter Rd	120	0.44	3	1	12	12	<input checked="" type="checkbox"/>	Prot.	1	325	0.15	<input type="checkbox"/>
3	Bob Little Rd	120	0.44	3	1	12	12	<input checked="" type="checkbox"/>	Prot.	1	125	0.15	<input type="checkbox"/>

**Facility-wide Values**

Arterial Length (mi):  K Factor (%):  D Factor (%):  Peak Hour Factor:  % Heavy Vehicles:

Peak Direction:

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1	Start-Transmitter Rd	2735	10500	539	1	45	50	None	<input type="checkbox"/>	
2	Transmitter Rd-Bob Little Rd	2620	11300	580	1	45	50	None	<input type="checkbox"/>	

# ARTPLAN

## Workshop 1: Model Results

Peak Direction		Off-Peak Direction							
	Segment	Thru Mvmt Flow Rate (veh/h)	Adj. Sat. Flow Rate (veh/h)	v/c	Control Delay (s/veh)	Thru Mvmt Intersection LOS	Queue Storage Ratio	Average Speed (mi/h)	Segment LOS
► 1	Start-Transmitter Rd	474	1539	0.700	29.0	C	0.15	27.6	C
2	Transmitter Rd-Bob Little Rd	510	1545	0.751	30.8	C	0.43	26.3	C

Facility Length (mi) 1.028

Free Flow Delay (sec/veh) 64.3    LOS Threshold Delay (sec/veh) 0.0    Wtd. g/C 0.44    Avg. Speed (mi/h) 26.9    LOS C



# ARTPLAN

## Workshop 2: Model Inputs

Roadway Information

Road Name
SR 222

Peak Direction
Eastbound

Off Peak Direction
Westbound

Area Type
Other Urbanized

Class
1

Analysis Information

Modal Analysis
Auto Only

Type of Analysis
Peak Direction

Study Period
Standard K

Facility-wide Values

Control Type
CoordinatedActuated

Base Saturation Flow Rate (pc/h/ln)
1950

Peak Direction

Off-Peak Direction

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
► 1	Start												
2	SR 121	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	510	0.15	<input type="checkbox"/>
3	29th Terr	150	0.45	3	2	5	5	<input checked="" type="checkbox"/>	Prot.	1	150	0.15	<input type="checkbox"/>
4	24th Blvd	150	0.45	3	2	5	5	<input checked="" type="checkbox"/>	Prot.	1	175	0.15	<input type="checkbox"/>
5	19th St	150	0.45	3	2	5	5	<input checked="" type="checkbox"/>	Prot.	1	150	0.15	<input type="checkbox"/>
6	US 441	150	0.45	3	2	10	12	<input checked="" type="checkbox"/>	Prot.	1	135	0.15	<input checked="" type="checkbox"/>

# ARTPLAN

## Workshop 2: Model Inputs

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	ADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-SR 121	5270	27000	1373	2 ▼	45 ▼	50 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
2	SR 121-29th Terr	2020	27000	1373	2 ▼	45 ▼	50 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
3	29th Terr-24th Blvd	2415	25000	1271	2 ▼	45 ▼	50 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
4	24th Blvd-19th St	3500	25000	1271	2 ▼	45 ▼	50 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
5	19th St-US 441	2625	25500	1297	2 ▼	45 ▼	50 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼

# ARTPLAN

## Workshop 2: Model Results

Peak Direction		Off-Peak Direction							
	Segment	Thru Mvmt Flow Rate (veh/h)	Adj. Sat. Flow Rate (veh/h)	v/c	Control Delay (s/veh)	Thru Mvmt Intersection LOS	Queue Storage Ratio	Average Speed (mi/h)	Segment LOS
► 1	Start-SR 121	1208	3596	0.747	36.1	D	0.34	32.3	B
2	SR 121-29th Terr	1304	3637	0.797	37.8	D	0.44	20.8	D
3	29th Terr-24th Blvd	1207	3613	0.743	35.7	D	0.34	23.6	C
4	24th Blvd-19th St	1207	3613	0.743	35.9	D	0.40	27.9	C
5	19th St-US 441	1012	3306	0.680	34.2	C	0.98	25.1	C

Facility Length (mi)	3.055								
Free Flow Delay (sec/veh)	196.4	LOS Threshold Delay (sec/veh)	0.0	Wtd. g/C	0.45	Avg. Speed (mi/h)	26.7	LOS	C

# ARTPLAN

## Workshop 3: Model Inputs

**Roadway Information**

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

**Analysis Information**

Modal Analysis:

Type of Analysis:

Study Period:

**Facility-wide Values**

Control Type:

Base Saturation Flow Rate (pc/h/ln):

Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
► 1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	NW 27th Ave	150	0.45	3	3	8	12	<input checked="" type="checkbox"/>	Prot.	1	195	0.15	<input checked="" type="checkbox"/>
3	Westview CC	150	0.45	3	3	5	0	<input checked="" type="checkbox"/>	Prot.	1	155	0.15	<input type="checkbox"/>
4	NW 22nd Ave	150	0.45	3	3	5	12	<input checked="" type="checkbox"/>	Prot.	1	185	0.15	<input type="checkbox"/>
5	NW 17th Ave	150	0.45	3	3	12	12	<input checked="" type="checkbox"/>	Prot.	1	450	0.15	<input type="checkbox"/>

# ARTPLAN

## Workshop 3: Model Inputs

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
► 1	Start-NW 27th Ave	540	41500	2110	3 ▼	40 ▼	45 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
2	NW 27th Ave-Westview CC	1050	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼
3	Westview CC-NW 22nd Ave	1685	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼
4	NW 22nd Ave-NW 17th Ave	2635	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼

# ARTPLAN

## Workshop 3: Model Results

Peak Direction		Off-Peak Direction							
	Segment	Thru Mvmt Flow Rate (veh/h)	Adj. Sat. Flow Rate (veh/h)	v/c	Control Delay (s/veh)	Thru Mvmt Intersection LOS	Queue Storage Ratio	Average Speed (mi/h)	Segment LOS
► 1	Start-NW 27th Ave	1688	4984	0.753	35.1	D	0.93	8.7	F
2	NW 27th Ave-Westview CC	2005	5472	0.814	37.0	D	0.67	13.5	F
3	Westview CC-NW 22nd Ave	2005	5426	0.821	37.0	D	0.56	18.1	D
4	NW 22nd Ave-NW 17th Ave	1857	5390	0.766	35.2	D	0.71	23.3	C

Facility Length (mi)	1.165								
Free Flow Delay (sec/veh)	158.3	LOS Threshold Delay (sec/veh)	14.9	Wtd. g/C	0.45	Avg. Speed (mi/h)	16.9	LOS	E

# ARTPLAN

## Bicycle LOS Example 1: Model Inputs

Roadway Information

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

Analysis Information

Modal Analysis:

Type of Analysis:

Study Period:

Facility-wide Values

Control Type:

Base Saturation Flow Rate (pc/h/ln):

Peak Direction:

Off-Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	1st	120	0.44	4	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
3	2nd	120	0.44	4	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>

# ARTPLAN

## Bicycle LOS Example 1: Model Inputs

What is the Bicycle LOS?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	30000	1485	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	<input type="text"/>
2	1st-2nd	1000	30000	1485	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	<input type="text"/>

Peak Direction Off-Peak Direction

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼
2	1st-2nd	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼



# ARTPLAN

## Bicycle LOS Example 1: Model Results

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	4.27	E	NA	N/A	C		3.47	C	2.07	D	3.70	D	4.24	D	2.67	B	3.30	C
2	1st-2nd	4.27	E	NA	N/A	C		3.47	C	2.07	D	3.70	D	4.24	D	2.67	B	3.30	C
		Bike Score	4.27			Pedestrian Score		3.47			Bus Mod. Freq.	2.07							
		Bike LOS	E			Pedestrian LOS		C			Bus LOS	D							

# ARTPLAN

## Bicycle LOS Example 1: Model Inputs

What is the Bicycle LOS if a bike lane were added?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	30000	1485	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼
2	1st-2nd	1000	30000	1485	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/ Roadway Separation	Sidewalk/ Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typi... ▼		Typi... ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼
2	1st-2nd	Typi... ▼		Typi... ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼

# ARTPLAN

## Bicycle LOS Example 1: Model Results

What is the Bicycle LOS if a bike lane were added?

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	2.57	B	NA	N/A	C		3.27	C	2.07	D	2.63	B	3.68	D	2.67	B	3.23	C
2	1st-2nd	2.57	B	NA	N/A	C		3.27	C	2.07	D	2.63	B	3.68	D	2.67	B	3.23	C
		Bike Score 2.57		Pedestrian Score 3.27		Bus Mod. Freq. 2.07													
		Bike LOS B		Pedestrian LOS C		Bus LOS D													

# ARTPLAN

## Bicycle LOS Example 1: Model Inputs

What is the Bicycle LOS if the speed limit was changed to 25 mph and there was no bike lane?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	30000	1485	2 ▼	25 ▼	30 ▼	Restrictive ▼	<input type="checkbox"/>	▼
2	1st-2nd	1000	30000	1485	2 ▼	25 ▼	30 ▼	Restrictive ▼	<input type="checkbox"/>	▼

Peak Direction Off-Peak Direction

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼
2	1st-2nd	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼

# ARTPLAN

## Bicycle LOS Example 1: Model Results

What is the Bicycle LOS if the speed limit was changed to 25 mph and there was no bike lane?

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	4.10	D	NA	N/A	C		3.37	C	2.30	D	3.70	D	4.22	D	2.62	B	3.25	C
2	1st-2nd	4.10	D	NA	N/A	C		3.37	C	2.30	D	3.70	D	4.22	D	2.62	B	3.25	C
		Bike Score	4.10			Pedestrian Score		3.37			Bus Mod. Freq.	2.30							
		Bike LOS	D			Pedestrian LOS		C			Bus LOS	D							

# ARTPLAN

## Pedestrian LOS Example 1: Model Inputs

Roadway Information

Road Name

Peak Direction

Off Peak Direction

Area Type

Class

Analysis Information

Modal Analysis

Type of Analysis

Study Period

Peak Direction		Off-Peak Direction												
	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane	
► 1	Start			<div><div></div><div></div></div>				<input type="checkbox"/>	<div><div></div><div></div></div>	<div><div></div><div></div></div>			<input type="checkbox"/>	
2	1st	120	0.44	<div><div>4</div><div></div></div>	2	12	12	<input checked="" type="checkbox"/>	Prot. <div><div></div><div></div></div>	<div><div>1</div><div></div></div>	235	0.15	<input type="checkbox"/>	
3	2nd	120	0.44	<div><div>4</div><div></div></div>	2	12	12	<input checked="" type="checkbox"/>	Prot. <div><div></div><div></div></div>	<div><div>1</div><div></div></div>	235	0.15	<input type="checkbox"/>	

# ARTPLAN

## Pedestrian LOS Example 1: Model Inputs

What is the Pedestrian LOS?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	34000	1729	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼
2	1st-2nd	1000	34000	1729	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼

Peak Direction  Off-Peak Direction

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼
2	1st-2nd	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼

Peak Direction  Off-Peak Direction

	Segment	Pct. Sublink Length (1)	Pct. Sublink Length (2)	Pct. Sublink Length (3)	Sidewalk (1)	Sidewalk (2)	Sidewalk (3)	Sidewalk/Roadway Separation (1)	Sidewalk/Roadway Separation (2)	Sidewalk/Roadway Separation (3)	Sidewalk/Roadway Protective Barrier (1)	Sidewalk/Roadway Protective Barrier (2)	Sidewalk/Roadway Protective Barrier (3)
▶ 1	Start-1st	100			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▼	▼	▼	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1st-2nd	100			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▼	▼	▼	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# ARTPLAN

## Pedestrian LOS Example 1: Model Results

What is the Pedestrian LOS?

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	4.33	E	NA	N/A	F		5.33	F	1.21	E	3.90	D	4.35	E	2.73	B	3.90	D
2	1st-2nd	4.33	E	NA	N/A	F		5.33	F	1.21	E	3.90	D	4.35	E	2.73	B	3.90	D
		Bike Score		4.33	Pedestrian Score			5.33	Bus Mod. Freq.		1.21								
		Bike LOS		E	Pedestrian LOS			F	Bus LOS		E								



# ARTPLAN

## Pedestrian LOS Example 1: Model Inputs

What is the Pedestrian LOS if sidewalks with typical separation were added to the 2<sup>nd</sup> segment?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	34000	1729	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼
2	1st-2nd	1000	34000	1729	2 ▼	30 ▼	35 ▼	Restrictive ▼	<input type="checkbox"/>	▼

Peak Direction  Off-Peak Direction

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼
2	1st-2nd	Typ... ▼		Typ... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typ... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼

Peak Direction  Off-Peak Direction

	Segment	Pct. Sublink Length (1)	Pct. Sublink Length (2)	Pct. Sublink Length (3)	Sidewalk (1)	Sidewalk (2)	Sidewalk (3)	Sidewalk/Roadway Separation (1)	Sidewalk/Roadway Separation (2)	Sidewalk/Roadway Separation (3)	Sidewalk/Roadway Protective Barrier (1)	Sidewalk/Roadway Protective Barrier (2)	Sidewalk/Roadway Protective Barrier (3)
▶ 1	Start-1st	100			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▼	▼	▼	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1st-2nd	100			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Typical ▼	▼	▼	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# ARTPLAN

## Pedestrian LOS Example 1: Model Results

What is the Pedestrian LOS if sidewalks with typical separation were added to the 2<sup>nd</sup> segment?

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	4.33	E	NA	N/A	F		5.33	F	1.21	E	3.90	D	4.35	E	2.73	B	3.90	D
2	1st-2nd	4.33	E	NA	N/A	D		3.73	D	2.19	D	3.90	D	4.35	E	2.73	B	3.39	C
		Bike Score	4.33			Pedestrian Score		4.67			Bus Mod. Freq.	1.70							
		Bike LOS	E			Pedestrian LOS		E			Bus LOS	E							

# ARTPLAN

## Pedestrian LOS Example 1: Model Inputs

What is the Pedestrian LOS if sidewalks with typical separation were added to the entire facility?

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-1st	1000	34000	1729	2	30	35	Restrictive	<input type="checkbox"/>	
2	1st-2nd	1000	34000	1729	2	30	35	Restrictive	<input type="checkbox"/>	

Peak Direction  Off-Peak Direction

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	Start-1st	Typ...		Typ...	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typ...	<input type="checkbox"/>	2	0.8	Exc...	Typical
2	1st-2nd	Typ...		Typ...	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typ...	<input type="checkbox"/>	2	0.8	Exc...	Typical

Peak Direction  Off-Peak Direction

	Segment	Pct. Sublink Length (1)	Pct. Sublink Length (2)	Pct. Sublink Length (3)	Sidewalk (1)	Sidewalk (2)	Sidewalk (3)	Sidewalk/Roadway Separation (1)	Sidewalk/Roadway Separation (2)	Sidewalk/Roadway Separation (3)	Sidewalk/Roadway Protective Barrier (1)	Sidewalk/Roadway Protective Barrier (2)	Sidewalk/Roadway Protective Barrier (3)
▶ 1	Start-1st	100			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Typical			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1st-2nd	100			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Typical			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# ARTPLAN

## Pedestrian LOS Example 1: Model Results

What is the Pedestrian LOS if sidewalks with typical separation were added to the entire facility?

Peak Direction		Off-Peak Direction																	
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS		Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-1st	4.33	E	NA	N/A	D		3.73	D	2.19	D	3.90	D	4.35	E	2.73	B	3.39	C
2	1st-2nd	4.33	E	NA	N/A	D		3.73	D	2.19	D	3.90	D	4.35	E	2.73	B	3.39	C
Bike Score		4.33		Pedestrian Score		3.73		Bus Mod. Freq.		2.19									
Bike LOS		E		Pedestrian LOS		D		Bus LOS		D									

# ARTPLAN

## Bus LOS Example 1: Model Inputs

**Roadway Information**

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

**Analysis Information**

Modal Analysis:

Type of Analysis:

Study Period:

**Facility-wide Values**

Control Type:

Base Saturation Flow Rate (pc/h/lane):

Peak Direction:  Off-Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	First	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
3	Second	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
4	Third	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
5	End	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>

# ARTPLAN

## Bus LOS Example 1: Model Inputs

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-First	3500	34000	1729	2 ▼	45 ▼	50 ▼	Restrictive ▼	<input type="checkbox"/>	▼
2	First-Second	3500	34000	1729	2 ▼	45 ▼	50 ▼	Restrictive ▼	<input type="checkbox"/>	▼
3	Second-Third	3500	34000	1729	2 ▼	45 ▼	50 ▼	Restrictive ▼	<input type="checkbox"/>	▼
4	Third-End	3500	34000	1729	2 ▼	45 ▼	50 ▼	Restrictive ▼	<input type="checkbox"/>	▼

	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/ Roadway Separation	Sidewalk/ Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
▶ 1	-	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	3	0.8	Exc... ▼	Typical ▼
2	-	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	3	0.8	Exc... ▼	Typical ▼
3	-	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	3	0.8	Exc... ▼	Typical ▼

# ARTPLAN

## Bus LOS Example 1: Model Results

Peak Direction		Off-Peak Direction																		
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS	Ped SubLink (2) LOS	Ped SubLink (3) LOS	Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	-	4.64	E	NA	N/A	D			4.23	D	3.29	C	3.90	D	4.41	E	2.95	C	3.60	D
2	-	4.64	E	NA	N/A	D			4.23	D	3.29	C	3.90	D	4.41	E	2.95	C	3.60	D
3	-	4.64	E	NA	N/A	D			4.23	D	3.29	C	3.90	D	4.41	E	2.95	C	3.60	D
		Bike Score	4.64			Pedestrian Score	4.23			Bus Mod. Freq.	3.29									
		Bike LOS	E			Pedestrian LOS	D			Bus LOS	C									

# ARTPLAN

## Workshop 4: Model Inputs

**Roadway Information**

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

**Analysis Information**

Modal Analysis:

Type of Analysis:

Study Period:

**Facility-wide Values**

Control Type:  Base Saturation Flow Rate (pc/h/ln):

Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
▶ 1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	First	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
3	Second	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
4	Third	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>
5	End	150	0.45	3	2	12	12	<input checked="" type="checkbox"/>	Prot.	1	235	0.15	<input type="checkbox"/>

**Facility-wide Values**

Arterial Length (mi):  K Factor (%):  D Factor (%):  Peak Hour Factor:  % Heavy Vehicles:

Peak Direction:

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
▶ 1	Start-First	3500	34000	1729	2	45	50	Restrictive	<input type="checkbox"/>	
2	First-Second	3500	34000	1729	2	45	50	Restrictive	<input type="checkbox"/>	
3	Second-Third	3500	34000	1729	2	45	50	Restrictive	<input type="checkbox"/>	
4	Third-End	3500	34000	1729	2	45	50	Restrictive	<input type="checkbox"/>	



# ARTPLAN

## Workshop 4.A: Model Inputs & Results

Peak Direction		Off-Peak Direction													
	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/ Roadway Separation	Sidewalk/ Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop	
► 1	Start-First	Typical ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typical ▼	<input type="checkbox"/>	3	0.5	Excell... ▼	Typical ▼	
2	First-Second	Typical ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typical ▼	<input type="checkbox"/>	2	0.6	Excell... ▼	Typical ▼	
3	Second-Third	Typical ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	0.6	Excell... ▼	Typical ▼	
4	Third-End	Typical ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	0.7	Excell... ▼	Typical ▼	

Peak Direction		Off-Peak Direction																		
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS	Ped SubLink (2) LOS	Ped SubLink (3) LOS	Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-First	4.64	E	NA	N/A	D			4.23	D	3.47	C	3.90	D	4.41	E	2.95	C	3.60	D
2	First-Second	4.64	E	NA	N/A	D			4.23	D	2.31	D	3.90	D	4.41	E	2.95	C	3.60	D
3	Second-Third	4.64	E	NA	N/A	F			5.82	F	1.27	E	3.90	D	4.41	E	2.95	C	4.11	D
4	Third-End	4.64	E	NA	N/A	F			5.82	F	0.60	F	3.90	D	4.41	E	2.95	C	4.11	D
		Bike Score	4.64			Pedestrian Score	5.15			Bus Mod. Freq.	1.91									
		Bike LOS	E			Pedestrian LOS	F			Bus LOS	E									

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## Workshop 4.B: Model Inputs & Results

Peak Direction		Off-Peak Direction													
	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/ Roadway Separation	Sidewalk/ Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop	
► 1	Start-First	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	1.1	Exc... ▼	Typical ▼	
2	First-Second	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼	
3	Second-Third	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼	
4	Third-End	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	1.1	Exc... ▼	Typical ▼	

Peak Direction		Off-Peak Direction																		
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS	Ped SubLink (2) LOS	Ped SubLink (3) LOS	Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-First	4.64	E	NA	N/A	D			4.23	D	1.96	E	3.90	D	4.41	E	2.95	C	3.60	D
2	First-Second	4.64	E	NA	N/A	D			4.23	D	2.19	D	3.90	D	4.41	E	2.95	C	3.60	D
3	Second-Third	4.64	E	NA	N/A	F			5.82	F	1.21	E	3.90	D	4.41	E	2.95	C	4.11	D
4	Third-End	4.64	E	NA	N/A	F			5.82	F	1.08	E	3.90	D	4.41	E	2.95	C	4.11	D
		Bike Score	4.64			Pedestrian Score	5.15			Bus Mod. Freq.	1.61									
		Bike LOS	E			Pedestrian LOS	F			Bus LOS	E									

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## Workshop 4.C: Model Inputs & Results

Peak Direction		Off-Peak Direction												
	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/Roadway Separation	Sidewalk/Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop
1	Start-First	Typi... ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typical ▼	<input type="checkbox"/>	3	0.5	Exce... ▼	Typical ▼
2	First-Second	Typi... ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typical ▼	<input type="checkbox"/>	2	0.6	Good ▼	Typical ▼
3	Second-Third	Typi... ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	2	0.6	Fair ▼	Typical ▼
▶ 4	Third-End	Typi... ▼		Typical ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	1	0.7	Poor ▼	Typical ▼

Peak Direction		Off-Peak Direction																		
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS	Ped SubLink (2) LOS	Ped SubLink (3) LOS	Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
▶ 1	Start-First	4.64	E	NA	N/A	D			4.23	D	3.47	C	3.90	D	4.41	E	2.95	C	3.60	D
2	First-Second	4.64	E	NA	N/A	D			4.23	D	2.10	D	3.90	D	4.41	E	2.95	C	3.60	D
3	Second-Third	4.64	E	NA	N/A	F			5.82	F	1.16	E	3.90	D	4.41	E	2.95	C	4.11	D
4	Third-End	4.64	E	NA	N/A	F			5.82	F	0.49	F	3.90	D	4.41	E	2.95	C	4.11	D

Bike Score **4.64**

Bike LOS **E**

Pedestrian Score **5.15**

Pedestrian LOS **F**

Bus Mod. Freq. **1.80**

Bus LOS **E**

# ARTPLAN

## Workshop 5: Model Inputs

**Roadway Information**

Road Name:

Peak Direction:

Off Peak Direction:

Area Type:

Class:

**Analysis Information**

Modal Analysis:

Type of Analysis:

Study Period:

**Facility-wide Values**

Control Type:

Base Saturation Flow Rate (pc/h/ln):

Peak Direction:

	Cross Street Name	Cycle Length	Thru g/C	Arrival Type	# Thru Lanes	% Left Turns	% Right Turns	Excl. Left Turn Lane	LT Phasing	Number LT Lanes	Total Left Turn Storage	Left g/C	Excl. Right Turn Lane
► 1	Start							<input type="checkbox"/>					<input type="checkbox"/>
2	NW 27th Ave	150	0.45	3	3	8	12	<input checked="" type="checkbox"/>	Prot.	1	195	0.15	<input checked="" type="checkbox"/>
3	Westview CC	150	0.45	3	3	5	0	<input checked="" type="checkbox"/>	Prot.	1	155	0.15	<input type="checkbox"/>
4	NW 22nd Ave	150	0.45	3	3	5	12	<input checked="" type="checkbox"/>	Prot.	1	185	0.15	<input type="checkbox"/>
5	NW 17th Ave	150	0.45	3	3	12	12	<input checked="" type="checkbox"/>	Prot.	1	450	0.15	<input type="checkbox"/>

# ARTPLAN

## Workshop 5: Model Inputs

### Auto Inputs

Facility-wide Values

Arterial Length (mi)  K Factor (%)  D Factor (%)  Peak Hour Factor  % Heavy Vehicles

Peak Direction  Off-Peak Direction

	Segment	Length	AADT	Adj. Dir. Hourly Volume	# of Thru Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
► 1	Start-NW 27th Ave	540	41500	2110	3 ▼	40 ▼	45 ▼	Non-Restrictive ▼	<input type="checkbox"/>	▼
2	NW 27th Ave-Westview CC	1050	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼
3	Westview CC-NW 22nd Ave	1685	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼
4	NW 22nd Ave-NW 17th Ave	2635	41500	2110	3 ▼	40 ▼	45 ▼	Restrictive ▼	<input type="checkbox"/>	▼

# ARTPLAN

## Workshop 5: Model Inputs

### Multimodal Inputs

Peak Direction		Off-Peak Direction													
	Segment	Auto Outside Lane Width	Specific Lane Width	Bike Pavement Condition	Paved Shoulder / Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk/ Roadway Separation	Sidewalk/ Roadway Barrier	Bus Frequency	Passenger Load Factor	Amenities	Bus Stop	
▶ 1	Start-NW 27th Ave	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼	
2	NW 27th Ave-Westview CC	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	2	0.8	Exc... ▼	Typical ▼	
3	Westview CC-NW 22nd Ave	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	0.6	Exc... ▼	Typical ▼	
4	NW 22nd Ave-NW 17th Ave	Typi... ▼		Typi... ▼	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Typi... ▼	<input type="checkbox"/>	3	0.6	Exc... ▼	Typical ▼	

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## Workshop 5: Model Results

Peak Direction		Off-Peak Direction							
	Segment	Thru Mvmt Flow Rate (veh/h)	Adj. Sat. Flow Rate (veh/h)	v/c	Control Delay (s/veh)	Thru Mvmt Intersection LOS	Queue Storage Ratio	Average Speed (mi/h)	Segment LOS
► 1	Start-NW 27th Ave	1688	4984	0.753	35.1	D	0.93	8.7	F
2	NW 27th Ave-Westview CC	2005	5472	0.814	37.0	D	0.67	13.5	F
3	Westview CC-NW 22nd Ave	2005	5426	0.821	37.0	D	0.56	18.1	D
4	NW 22nd Ave-NW 17th Ave	1857	5390	0.766	35.2	D	0.71	23.3	C

  

Facility Length (mi)	1.165
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Free Flow Delay (sec/veh)	158.3	LOS Threshold Delay (sec/veh)	14.9	Wtd. g/C	0.45	Avg. Speed (mi/h)	16.9	LOS	E
---------------------------	-------	-------------------------------	------	----------	------	-------------------	------	-----	---

Peak Direction		Off-Peak Direction																		
	Segment	Bike Link Score	Bike Link LOS	Bike Side Path Score	Bike Side Path LOS	Ped SubLink (1) LOS	Ped SubLink (2) LOS	Ped SubLink (3) LOS	Ped Link Score	Ped Link LOS	Bus Mod. Freq.	Bus LOS	Bike Int Score	Bike Int LOS	Bike Seg Score	Bike Seg LOS	Ped Int Score	Ped Int LOS	Ped Seg Score	Ped Seg LOS
► 1	Start-NW 27th Ave	4.33	E	NA	N/A	C			3.46	C	1.98	E	3.64	D	3.96	D	3.03	C	3.37	C
2	NW 27th Ave-Westview CC	4.44	E	NA	N/A	D			3.63	D	2.19	D	3.64	D	4.24	D	2.83	C	3.38	C
3	Westview CC-NW 22nd Ave	4.47	E	NA	N/A	F			5.28	F	1.91	E	3.64	D	4.25	E	3.03	C	3.95	D
4	NW 22nd Ave-NW 17th Ave	4.48	E	NA	N/A	D			3.71	D	3.47	C	3.64	D	4.26	E	3.03	C	3.45	C
Bike Score		4.46		Pedestrian Score		4.25		Bus Mod. Freq.		2.65										
Bike LOS		E		Pedestrian LOS		E		Bus LOS		D										

# FREEPLAN

## Example 1: Model Inputs

**Roadway Information**

Freeway Name: I-4

From: Princeton St To: Lee Rd

Area Type: Large Urbanized

Peak Direction: Northbound

Off Peak Direction: Southbound

Study Period: Kother

**Facility-wide Values**

AADT: 138250 K Factor (%): 8.0 D Factor (%): 51.8 Peak Hour Factor: 1.000

Local Adj. Factor: 0.98 % Heavy Vehicles: 4.0 Ramp Metering: ☐ Facility Length (mi): 2.160

	From	To	Input Segment Type	Edit Segment	Segment Length (ft)	Hourly Demand Volume (veh/h)	Analysis Flow Rate (pc/h)	Number Thru Lanes	Posted Speed (mi/h)	Free Flow Speed (mi/h)	Terrain
▶ 1	A	B	Basic Segment	Edit	1190	5729	5963	4	50	55	Level
2	B	C	Off-Ramp	Edit	1500	5729	5963	4	50	55	Level
3	C	D	Basic Segment	Edit	3060	5243	5457	4	50	55	Level
4	D	E	Off-Ramp	Edit	1500	5243	5457	4	50	55	Level
5	E	F	Basic Segment	Edit	1620	4523	4707	4	50	55	Level
6	F	G	On-Ramp	Edit	1035	5009	5213	4	50	55	Level
7	G	H	Ramp Overlap	Edit	465	5009	5213	4	50	55	Level
8	H	I	Off-Ramp	Edit	1035	5009	5213	3	50	55	Level



# FREEPLAN

## Example 1: Model Inputs

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	486	4	1 ▼	740	40	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	720	4	1 ▼	600	40	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	486	4	1 ▼	600	40	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	945	4	1 ▼	1500	40	<input type="checkbox"/>	Edit

# FREEPLAN

## Example 1: Model Results

	Segment	Input Segment Type	Analysis Segment Type	Analysis Flow Rate (pc/h)	Adj. Capacity (pc/h)	v/c Ratio	Average Speed (mi/h)	Density (pc/mi/ln)	Segment LOS (density)	Additional Off-Ramp/Toll Outputs
► 1	A-B	Basic	Basic	5963	9000	0.66	55.0	27.1	D	<a href="#">View</a>
2	B-C	OffRamp	OffRamp	5963	8600	0.69	53.8	24.4	C	<a href="#">View</a>
3	C-D	Basic	Basic	5457	9000	0.61	55.0	24.8	C	<a href="#">View</a>
4	D-E	OffRamp	OffRamp	5457	8600	0.63	53.7	22.7	C	<a href="#">View</a>
5	E-F	Basic	Basic	4707	9000	0.52	54.9	21.4	C	<a href="#">View</a>
6	F-G	OnRamp	OnRamp	5213	8800	0.59	51.3	23.7	C	<a href="#">View</a>
7	G-H	RampOverlap	RampOverlap	5213	7916	0.66	52.5	24.0	C	<a href="#">View</a>
8	H-I	OffRamp	OffRamp	5213	7916	0.66	52.5	24.0	C	<a href="#">View</a>
<div> Length (mi) <input type="text" value="2.1600"/> Free Flow Delay (sec/veh) <input type="text" value="2.8"/> LOS Threshold Delay (sec/veh) <input type="text" value="2.0"/> Avg. Speed (mi/h) <input type="text" value="53.9"/> Density (pc/mi/ln) <input type="text" value="24.0"/> LOS <input type="text" value="D"/> </div>										

# FREEPLAN

## Workshop 1: Model Inputs

**Roadway Information**

Freeway Name: I-295

From: St. Johns Bluff R To: Town Center Pk

Area Type: Large Urbanized

Peak Direction: Southbound

Off Peak Direction: Northbound

Study Period: Standard K

**Facility-wide Values**

ADT: 75000 K Factor (%): 9.0 D Factor (%): 57.9 Peak Hour Factor: 1.000

Local Adj. Factor: 0.98 % Heavy Vehicles: 4.0 Ramp Metering: ☐ Facility Length (mi): 2.979

	From	To	Input Segment Type	Edit Segment	Segment Length (ft)	Hourly Demand Volume (veh/h)	Analysis Flow Rate (pc/h)	Number Thru Lanes	Posted Speed (mi/h)	Free Flow Speed (mi/h)	Terrain
▶ 1	A	B	Basic Segment	Edit	4450	3908	4068	2	65	70	Level
2	B	C	Off-Ramp	Edit	1500	3908	4068	2	65	70	Level
3	C	D	Basic Segment	Edit	2900	3287	3421	2	65	70	Level
4	D	E	Weaving	Edit	3310	4088	4254	3	65	70	Level
5	E	F	Basic Segment	Edit	3570	3521	3664	2	65	70	Level

# FREEPLAN

## Workshop 1: Model Inputs

Weave Configuration

☒ One-Sided
☐ Two-Sided

Short Length (ft)
2800

# of Weaving Lanes
2

Min. Lane Changes Freeway-Ramp
1

Min. Lane Changes Ramp-Freeway
1

Min. Lane Changes Ramp-Ramp
0

On-Ramp Roadway					Off-Ramp Roadway				
	Free Flow Speed (mi/h)	% Trucks	Demand (veh/h)	Ramp To Ramp Proportion	Free Flow Speed (mi/h)	% Trucks	Demand (veh/h)	Off-Ramp Analysis	Edit
▶	40 ▼	4.00	801	0.05	40 ▼	4.00	567	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	621	4	1 ▼	220	40	<input type="checkbox"/>	Edit

# FREEPLAN

## Workshop 1: Model Results

	Segment	Input Segment Type	Analysis Segment Type	Analysis Flow Rate (pc/h)	Adj. Capacity (pc/h)	v/c Ratio	Average Speed (mi/h)	Density (pc/mi/ln)	Segment LOS (density)	Additional Off-Ramp/Toll Outputs
► 1	A-B	Basic	Basic	4068	4800	0.85	61.9	32.8	D	<a href="#">View</a>
2	B-C	OffRamp	OffRamp	4068	4400	0.92	58.2	37.2	E	<a href="#">View</a>
3	C-D	Basic	Basic	3421	4800	0.71	67.0	25.5	C	<a href="#">View</a>
4	D-E	Weaving	Weaving	4254	6525	0.65	55.2	25.7	C	<a href="#">View</a>
5	E-F	Basic	Basic	3664	4800	0.76	65.4	28.0	D	<a href="#">View</a>
<div> Length (mi) <input type="text" value="2.9792"/> Free Flow Delay (sec/veh) <input type="text" value="21.0"/> LOS Threshold Delay (sec/veh) <input type="text" value="0.0"/> Avg. Speed (mi/h) <input type="text" value="61.6"/> Density (pc/mi/ln) <input type="text" value="29.0"/> LOS <input type="text" value="D"/> </div>										

# FREEPLAN

## Workshop 2: Model Inputs

**Roadway Information**

Freeway Name: I-75

From: CR 673 To: CR 470

Area Type: Rural

Peak Direction: Northbound

Off Peak Direction: Southbound

Study Period: Standard K

**Facility-wide Values**

AADT: 35351 K Factor (%): 10.5 D Factor (%): 56.1 Peak Hour Factor: 1.000

Local Adj. Factor: 0.90 % Heavy Vehicles: 12.0 Ramp Metering: ☐ Facility Length (mi): 11.760

	From	To	Input Segment Type	Edit Segment	Segment Length (ft)	Hourly Demand Volume (veh/h)	Analysis Flow Rate (pc/h)	Number Thru Lanes	Posted Speed (mi/h)	Free Flow Speed (mi/h)	Terrain
► 1	A	B	Basic Segment	Edit	26815	2082	2452	2	70	75	Level
2	B	C	Off-Ramp	Edit	1500	2082	2452	2	70	75	Level
3	C	D	Basic Segment	Edit	1930	1938	2282	2	70	75	Level
4	D	E	On-Ramp	Edit	1500	2100	2473	2	70	75	Level
5	E	F	Basic Segment	Edit	30350	2100	2473	2	70	75	Level

# FREEPLAN

## Workshop 2: Model Inputs

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	144	12	1 ▼	610	40	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	162	12	1 ▼	630	40	<input type="checkbox"/>	Edit

# FREEPLAN

## Workshop 2: Model Results

	Segment	Input Segment Type	Analysis Segment Type	Analysis Flow Rate (pc/h)	Adj. Capacity (pc/h)	v/c Ratio	Average Speed (mi/h)	Density (pc/mi/ln)	Segment LOS (density)	Additional Off-Ramp/Toll Outputs
► 1	A-B	Basic	Basic	2452	4800	0.51	74.4	16.5	C	<a href="#">View</a>
2	B-C	OffRamp	OffRamp	2452	4400	0.56	62.5	19.8	B	<a href="#">View</a>
3	C-D	Basic	Basic	2282	4800	0.48	74.2	15.4	C	<a href="#">View</a>
4	D-E	OnRamp	OnRamp	2473	4600	0.54	64.5	20.7	C	<a href="#">View</a>
5	E-F	Basic	Basic	2473	4800	0.52	74.4	16.6	C	<a href="#">View</a>
<div>Length (mi) 11.760    Free Flow Delay (sec/veh) 9.3    LOS Threshold Delay (sec/veh) 0.0    Avg. Speed (mi/h) 73.8    Density (pc/mi/ln) 16.7    LOS C</div>										



# FREEPLAN

## Workshop 3: Model Inputs

**Roadway Information**

Freeway Name: I-95

From: FL 104 To: FL 102

Area Type: Large Urbanized

Peak Direction: Northbound

Off Peak Direction: Southbound

Study Period: Standard K

**Facility-wide Values**

AADT: 72500 K Factor (%): 9.0 D Factor (%): 54.5 Peak Hour Factor: 1.000

Local Adj. Factor: 0.98 % Heavy Vehicles: 4.0 Ramp Metering: ☐ Facility Length (mi): 2.767

	From	To	Input Segment Type	Edit Segment	Segment Length (ft)	Hourly Demand Volume (veh/h)	Analysis Flow Rate (pc/h)	Number Thru Lanes	Posted Speed (mi/h)	Free Flow Speed (mi/h)	Terrain
▶ 1	A	B	Basic Segment	Edit	5100	3556	3702	3	70	75	Level
2	B	C	Off-Ramp	Edit	1500	3556	3702	3	70	75	Level
3	C	D	Basic Segment	Edit	340	3169	3299	3	70	75	Level
4	D	E	Off-Ramp	Edit	1500	3169	3299	3	70	75	Level
5	E	F	Basic Segment	Edit	1670	2935	3055	3	70	75	Level
6	F	G	On-Ramp	Edit	1500	3763	3917	4	70	75	Level
7	G	H	Basic Segment	Edit	3000	3763	3917	4	70	75	Level

# FREEPLAN

## Workshop 3: Model Inputs

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	387	4	1 ▼	260	45	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	234	4	1 ▼	830	45	<input type="checkbox"/>	Edit

Ramp Characteristics							
	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	828	4	2 ▼	975	45	<input type="checkbox"/>	Edit

# FREEPLAN

## Workshop 3: Model Results

	Segment	Input Segment Type	Analysis Segment Type	Analysis Flow Rate (pc/h)	Adj. Capacity (pc/h)	v/c Ratio	Average Speed (mi/h)	Density (pc/mi/ln)	Segment LOS (density)	Additional Off-Ramp/Toll Outputs
► 1	A-B	Basic	Basic	3702	7200	0.51	74.4	16.6	B	<a href="#">View</a>
2	B-C	OffRamp	OffRamp	3702	6800	0.54	68.6	20.6	C	<a href="#">View</a>
3	C-D	Basic	Basic	3299	7200	0.46	73.6	14.9	B	<a href="#">View</a>
4	D-E	OffRamp	OffRamp	3299	6800	0.49	68.3	15.3	B	<a href="#">View</a>
5	E-F	Basic	Basic	3055	7200	0.42	74.5	13.7	B	<a href="#">View</a>
6	F-G	OnRamp	Basic	3917	9600	0.41	75.0	13.1	B	<a href="#">View</a>
7	G-H	Basic	Basic	3917	9600	0.41	75.0	13.1	B	<a href="#">View</a>
<div> Length (mi) <input type="text" value="2.7670"/> Free Flow Delay (sec/veh) <input type="text" value="3.2"/> LOS Threshold Delay (sec/veh) <input type="text" value="0.0"/> Avg. Speed (mi/h) <input type="text" value="73.3"/> Density (pc/mi/ln) <input type="text" value="15.2"/> LOS <input type="text" value="B"/> </div>										

# FREEPLAN

## Workshop 4: Model Inputs

**Roadway Information**

Freeway Name:

From:  To:

Area Type:

Peak Direction:

Off Peak Direction:

Study Period:

**Facility-wide Values**

AADT:  K Factor (%):  D Factor (%):  Peak Hour Factor:

Local Adj. Factor:  % Heavy Vehicles:  Ramp Metering: ☐ Facility Length (mi):

	From	To	Input Segment Type	Edit Segment	Segment Length (ft)	Hourly Demand Volume (veh/h)	Analysis Flow Rate (pc/h)	Number Thru Lanes	Posted Speed (mi/h)	Free Flow Speed (mi/h)	Terrain
▶ 1	A	B	Basic Segment	Edit	1950	7356	7656	4	70	75	Level
2	B	C	Off-Ramp	Edit	1500	7356	7656	4	70	75	Level
3	C	D	Basic Segment	Edit	940	6852	7132	4	70	75	Level
4	D	E	Off-Ramp	Edit	1500	6852	7132	4	70	75	Level
5	E	F	Basic Segment	Edit	2190	6564	6832	4	70	75	Level
6	F	G	On-Ramp	Edit	1500	7689	8003	4	70	75	Level
7	G	H	Basic Segment	Edit	4030	7689	8003	4	70	75	Level

# FREEPLAN

## Workshop 4: Model Inputs

Ramp Characteristics

	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	504	4	1 ▼	460	35	<input type="checkbox"/>	Edit

Ramp Characteristics

	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	288	4	1 ▼	1500	30	<input type="checkbox"/>	Edit

Ramp Characteristics

	Demand (veh/h)	% Heavy Vehicles	Number of Lanes	Accel/Decel Length	Free Flow Speed	Off-Ramp Analysis	Edit
▶	1125	4	1 ▼	1500	35	<input type="checkbox"/>	Edit

# FREEPLAN

## Workshop 4: Model Results

	Segment	Input Segment Type	Analysis Segment Type	Analysis Flow Rate (pc/h)	Adj. Capacity (pc/h)	v/c Ratio	Average Speed (mi/h)	Density (pc/mi/ln)	Segment LOS (density)	Additional Off-Ramp/Toll Outputs
► 1	A-B	Basic	Basic	7656	9600	0.80	65.8	29.1	D	<a href="#">View</a>
2	B-C	OffRamp	OffRamp	7656	9200	0.83	68.0	28.5	D	<a href="#">View</a>
3	C-D	Basic	Basic	7132	9600	0.74	68.2	26.1	D	<a href="#">View</a>
4	D-E	OffRamp	OffRamp	7132	9400	0.76	67.5	21.7	C	<a href="#">View</a>
5	E-F	Basic	Basic	6832	9600	0.71	69.5	24.6	C	<a href="#">View</a>
6	F-G	OnRamp	OnRamp	8003	9500	0.84	66.1	28.3	D	<a href="#">View</a>
7	G-H	Basic	Basic	8003	9600	0.83	63.9	31.3	D	<a href="#">View</a>
<div> Length (mi) <input type="text" value="2.5777"/> Free Flow Delay (sec/veh) <input type="text" value="16.1"/> LOS Threshold Delay (sec/veh) <input type="text" value="0.0"/> Avg. Speed (mi/h) <input type="text" value="66.4"/> Density (pc/mi/ln) <input type="text" value="27.9"/> LOS <input type="text" value="D"/> </div>										